Asia-Pacific Gateway Corridor Transportation Infrastructure Fund

ANNUAL REPORT 2010/11

Fiscal Year Ended March 31, 2011

September 2011

BRITISH COLUMBIA
Ministry of Transportation and Infrastructure

Transport Canada
Transports Canada

An annual progress report is required under sections 8.3 and 9.5 and Appendix D (Audit Framework) of the CANADA – BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE TRANSPORTATION INFRASTRUCTURE FUND Agreement. This report is used to provide the Management Committee with information regarding the status of projects and to formally track progress to date under the agreement. The report will also likely be translated and posted on Transport Canada's web site for public use.

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General Overview of Results

A general overview of the results accomplished under the Agreement during the fiscal year, including, but not limited to, a description of the work completed, financial results, environmental issues, any concerns affecting progress of the Program and any other issues that may affect completing the Program as per this Agreement.

As of the end of the fiscal year 2010/11 (ending March 31, 2011), the status of the seven projects, Environmental Assessment and Audits were as follows:[1]

Pitt River Bridge and Mary Hill Interchange – This project entails:

- Construction of a new high-level fixed Pitt River Bridge, located between the existing structures to replace the existing swing bridges. The new seven-lane structure will have six through-lanes and one auxiliary lane eastbound lane for truck traffic;
- Construction of a new interchange at Mary Hill Bypass and Lougheed Highway to eliminate the existing complex signalized intersection. The interchange is to provide free-flow conditions for all major movements; and,
- Upgrades to the intersection at Kennedy Road and Lougheed Highway to improve access to and from the CP Rail inter-modal yard. The upgrades should be sufficient to allow container truck movements in and out of the inter-modal yard without significant delay.

The approval of the environmental review (CEAA) was given by Transport Canada on July 20, 2006. A total of $159,512,772 has been expended (claimed) against three contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed $1,377,482 (with $1,377,482) in accruals/PAYE.

South Fraser Perimeter Road Environmental Assessment

The environmental assessment of the proposed South Fraser Perimeter Road (SFPR) is subject to both provincial and federal environmental assessment legislation. In accordance with the Canada-BC Agreement on Environmental Assessment Cooperation, the environmental assessment will be harmonized between both jurisdictions according to the agreement, with each retaining its decision-making authority. The SFPR will be added to this contribution agreement at a later date and entails primarily a 40-kilometer, four-lane, 80 km/h route along the south side of the Fraser River extending from Deltaport Way in Southwest Delta to 176th Street (Highway 15) and the new Golden Ears Bridge in Surrey/Langley. The SFPR will link primary gateway facilities such as Deltaport, Fraser Surrey Docks, Canadian National Railway's intermodal yard; Canada/US border crossings; and the Tsawwassen ferry terminal to Vancouver Island.

A total of $4,000,000 has been expended (claimed) against one contract, as of the end of the 2008/09 fiscal year. There were no claims for the 2009/10 fiscal year as the assessment was completed in preparation for the actual project which is being completed under a corresponding contribution agreement between the Province and Canada. No claims were paid in 2010/11.

Simon Fraser Bridge

This project in Prince George entails construction of a new two-lane bridge parallel and upstream of the existing bridge, and tying back into the existing Queensway interchange on the north side of the Fraser River and Highway 97 on the south side. The existing bridge will require rehabilitation in the future but the rehabilitation of the existing structure is not included under this contribution agreement. The approval of the environmental review (CEAA) was given by Transport Canada on October 4, 2007. A total of $32,144,635 has been expended against 12 contracts, as of the end of the 2009/10 fiscal year. No claims were paid in 2010/11.

The project was completed on November 30, 2009 with a Schedule G (Affidavit of Completion) submission to Transport Canada on December 16, 2009.

1 It should be noted that the costs and expenditures referenced in this document relate to eligible and shareable costs between Transport Canada and the Province, unless otherwise noted. For instance, the total cost of the Pitt River Bridge project is estimated at $198 million but only $160 million is eligible for cost-sharing.

Highway 16: Silver Road to McBride Timber Road Passing Lane

The current scope of the project includes the construction of two kilometres of eastbound passing lane and shoulder widening; westbound left-turn lane at Silver/Sweden Road; eastbound and westbound left-turn lanes and right turn deceleration lanes at McBride Timber Road; and additional intersection lighting. The approval of the environmental review (CEAA) was given by Transport Canada on April 4, 2008. A total of $2,100,000 has been expended (claimed) against one contract, as of the end of the 2008/09 fiscal year. Claims for the 2008/09 fiscal year entailed $2,100,000. This project was completed September 30, 2008 with a Schedule G (Affidavit of Completion) submission on November 5, 2008. No claims were paid in 2010/11.

Highway 1: Hilltop to Balmoral

This project entails four-lane, undivided standard highway with improved geometry, frontage roads to provide safe access to adjacent properties, and a mixture of new grade separated intersections and upgrades to the existing at-grade intersections with separate turning lanes for all movements. The proposed upgrade will connect with the recently upgraded section of highway between Balmoral Road and Ford Road. A total of $10,032,796 has been expended (claimed) against nine contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed $7,561,965 with $0 in accruals/PAYE.

Highway 97: Wright Station Curves

This project located between 100 Mile House and Williams Lake affects 4.6 kilometres of existing two and three-lane rural arterial highway. The proposed project is limited to four-laning the 3.5 kilometres middle and south sections (total 3.9 kilometres of new construction). A total of $12,455,080 has been expended (claimed) against one contract, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed $5,541,262 with $1,360,284 in accruals/PAYE. This project was completed in the summer of 2011 with a Schedule G (Affidavit of Completion) submission on August 30, 2011.

41B Street Overpass at Deltaport Way Project

This project includes the replacement of the existing at-grade-crossing at 41B Street, with a new two-lane overpass crossing Deltaport Way and the Roberts Bank Rail Corridor. The project will also include a connection from 41B Street to Deltaport Way on the north side. A total of $3,200,829 has been expended (claimed) against five contracts, as of the end of the 2010/11 fiscal year. Claims for the 2010/11 fiscal year entailed $2,577,658 (with $235,048 in accruals/PAYE).

Overall, as of the end of the fiscal year 2010/11, 32 contracts had been established on the on-line **Surface Infrastructure System (SIS)** administration system for a total cost of $250,945,333 out of a total SIS-active sharable cost (across seven projects, audits and environmental assessments) of $253,500,000 (98.99% of SIS-active sharable cost).[2] A total of $226,418,926 (with $2,972,814 in accruals/PAYE) has been expended against these 32 contracts (90.23% of the existing value of the 32 contracts). There was $18,653,699 ($2,972,814 in accruals/PAYE) claimed in the 2010/11 fiscal year. It should be noted that in the fiscal year 2007/08 the contribution agreement was expanded to include the Simon Fraser Bridge project. Three additional projects (Highway 16 – Silver Road to McBride Timber Lake Road; Highway 1 – Hilltop to Balmoral; and Highway 97 – Wright Station Curves) were added in the 2008/09 fiscal year. Also, one additional project, 41B Street Overpass at Deltaport Way, was added in the 2009/10 fiscal year.

2. After the end of the 2007/08 fiscal year three additional projects were added to the original three and thus the total shareable costs as of July 2008 total was $248,500,000. After the end of the 2008/09 fiscal year one additional project was added and thus the total shareable costs as of July 2009 amount was $253,500,000.

Date, Location and Minutes of Official Management Committee Meetings

The following minutes were approved by the Management Committee Co-Chairs at the February 16th, 2011 Meeting.

MINUTES
Canada-British Columbia
SHIP, SHIPB, BIF, APGCTIF, and APGCTIF: SFPR
Management Committee Meeting
Date: April 20, 2010
Time: 1:30 p.m. PST (4:30 p.m. Ottawa Time),

Teleconference + In-person Attendance

In Attendance:

James Clarkin (Co-Chair – Transport Canada)
Mark Thompson (By telephone)
Matthew Cloutier (In person)
Hamid Mohmand (In person)
David Marr (Co-Chair – British Columbia)
Kari McKeel (British Columbia)
Avi Ickovich (British Columbia)

1.0 Opening Remarks – Introductions

2.0 Administrative Details

2.1 Note taker

2.2 Approval of last meeting's Minutes (completed Friday, November 20, 2009 8:10 a.m. by James Clarkin).

3.0 BIF Program Management

3.1 Status of projects

All projects complete.

3.2 Annual Audit for 2009/2010

No annual report necessary as all projects have been completed. Only an audit is required as per Minutes of September 16, 2009.

3.3 Affidavit of completion

BC MoT is working on the remaining affidavits and will submit them to TC shortly.

3.4 Submission/Acceptance of Innovation Report

The Innovation report has been submitted and accepted by TC.

3.5 Final payment

The final payment will be made following the receipt of the final audit and the outstanding affidavits.

4.0 SHIPB Program Management

4.1 Status of projects

All projects complete.

4.2 Affidavit of completion

Sent in March 2010 for last project (Project 5.1 – Highway 15/88th Avenue Intersection Improvements.

4.3 Audit for final payment

No annual report necessary as all projects have been completed. Only an audit is required as per Minutes of September 16, 2009.

5.0 SHIP Program Management

5.1 Audit for final payment

No annual report necessary as all projects have been completed. Only an audit is required as per Minutes of September 16, 2009

6.0 APGCTIF Program Management

6.1 Status of projects

Highlights of status report prepared by Avi Ickovich include: Simon Fraser Bridge complete (Project 3.1 of agreement); Wright Station Curves Project (Project 6.1) has geotechnical issues; Hilltop to Balmoral Project (Project 5.1) on schedule to be completed Fall 2011; 41B Street Overpass at Deltaport Way Project (Project 7.1) will be tendered in September and has some First Nations issues to be resolved. See attached status report.

6.2 Request to transfer of funds

Transport Canada will expedite request for Federal Minister to approve transfer of funds within program to Wright Station Curves Project (from Project 3.1 to Project 6.1 of agreement).

6.3 Schedule B

Updates are proceeding.

6.4 Project Risks

There are no significant risks to any projects.

7.0 APGCTIF: SFPR Program Management

7.1 Status of project

See attached status report prepared by Avi Ickovich.

7.2 Schedule B

Updates are proceeding.

7.3 Project Risks

There are no risks. Port Mann Project is going well and should be completed early 2012.

8.0 Building Canada Fund Program Management

8.1 Status – highlights include:

Highway 1: Kicking Horse Canyon – Brake Check to Yoho is on budget and schedule. Completion Late Fall 2010;

Highway 1: Kicking Horse Canyon – Golden Hill to West Portal – fourth lane into Golden complete. Design Build contract awarded and preparatory work proceeding. Under Budget $18 million and completion is slated for Fall 2011;

Highway 1: Monte Creek to Pritchard – There were some First Nations issues surrounding some skeletal remains. It is expected that day labour will commence shortly;

Highway 1: Pritchard to Hoffman's Bluff – The project will be split into two sections due to First Nations issues and tendering of the first phase is schedule for Fall 2010;

Highway 1: Clanwilliam Overhead – Detailed design is at 75% completion as of March 31, 2010. Targeting tender for June 2010;

Highway 1: Donald Bridge and Overhead – Detailed design is at 75% completion as of March 31, 2010. Targeting tender for June 2010;

Highway 97A: Larkin to Crozier – Project is under construction and completion is slated for late Fall 2010;

Highway 97A: Pleasant Valley to Lansdowne – Project is under construction and completion is slated for late Fall 2010;

Highway 97: Winfield to Oyama – CEAA submitted. Resolving First Nations issues. Targeting tender for June 2010; and

Highway 97: Westside Interchange – first contract: First Nations road system complete; second contract – Interchange – Tender in May 2010. Completion late Fall 2011 with some clean up in Spring 2012.

8.2 Schedule B

Updates are proceeding.

8.3 Request to transfer funds – Highway 1 – Monte Creek to Pritchard .

9.0 Other Items

9.1 Upcoming Communications events

The Province indicated that the Federal Government will be involved in all future communication events.

Appendix A:

APGCTIF Project summary provided by BC MOT

SFPR Environmental

- Completed last fiscal year – no new developments.
- Update of the actual project at the end of this report.

Simon Fraser Bridge

No new developments since completion of Schedule G. Submitted to Transport Canada December 2009.

April 2009 to March 2010

- Completed the bridge concrete deck, utilities placements and electrical by November 2009.
- Completed the bridge approach grading, paving and electrical by November 2009.
- Project In-Service January 1, 2010 to Fort George District, BC MoT.

Project 22714 – Highway 1, Hilltop Road to Balmoral Road

Fiscal 2009/10 Accomplishments/Milestones:

- June 2009, 100% detailed design completed.
- July 2009, received approval from Agricultural Land Commission.
- October 2009, contract tender documents completed.
- November 2009, major works contract tendered.
- December 2009, $12.2 million construction contract award to Brentwood Enterprises Limited Partnership.
- January 2010, contractor mobilizes to site.
- March 2010, Clearing and Grubbing completed
- February – March 2010, approximately 10% of grading work completed.

Planned Targets/Milestones for first half of Fiscal 2010/11:

- April 2010, detour construction scheduled for completion.
- May 2010, utility relocations scheduled for completion.
- August 2010, Cedar Driver Overpass scheduled for completion.
- October 2010, highway excavation scheduled for substantial completion.

Highway 97 Wright Station Curves – Annual Report for Fiscal Year 09/10

Scope:

- Re-align 4.2 kilometres of Highway 97, between 100 Mile House and Williams Lake, to a 100 km/h corridor standard and construct to four-lanes in concert with the Cariboo Connector Four-Laning Strategy.
- Access management improvements include turn slots and deceleration lanes at Wright Station and Butler Roads, as well as consolidation of other minor roads and accesses.

Accomplishments/Milestones:

- Design: RF Binnie & Associates Ltd.
- Contractor: Wiltech Developments Inc – contract awarded August 2008 (contract #20389MJ0001).
- Contract award $7.799 million (amended value $9.968 million).
- Background:
  - 2008 – significant quantities of a very dense hard clay till material were encountered requiring drilling and blasting, an amendment in the amount of $2.2 million was added to cover the increased level of effort.
  - Construction resumed April 2009.
- Construction:
  - Excavation of Type "D" materials.
  - Drill, blast and excavation of Type "A" materials.
  - Embankment construction.
  - Existing fence removal and installation of new fencing.
  - Production of aggregate material.
  - Haul to backfill sub-excavations.
  - Drilling and blasting of riprap.
  - Sub-excavation of wet and unsuitable material and subgrade.
  - Finishing subgrade between LKI 41.2 – 43.1 kiliometre mark
  - Finishing of SGSB from Sta. 137 to 120, and L200/L250 and adjoining section of Butler Road.
  - Hydroseeding – various completed slopes.
  - Utilities complete.
  - Site shut down for winter lay-up, November 24, 2009.
  - Post winter environmental assessment.

Loading for blasting Type A material Sta. 132 to 133+50 area

Production of aggregates

Sub-excavation

Subgrade Construction

- Drainage:
  - Significant water flows, both overland and subsurface.
    - Temporary ditches excavated.
    - Settlement ponds, sediment control devices and riprap installed.
    - Four kilometres of subdrains.
    - Additional riprap installed; excavation of wet/sloughing materials.
  - New Contract project completion: August 31, 2010.
- Budget:
  - Cost pressure of $4.785 million, approved by Capital Planning Board at November 24, 2009 meeting, will cover costs of additional works, mitigate sub-surface seepage and drainage, and excavate unsuitable materials.
  - Risk of contractor delay claim.

SGSB placement on re-constructed existing road between the L200 and L250 Lines

Sta. 121 – Hydroseeding cut slopes

Cutting ditch for subdrain along top of cut at Sta.132 area

Construction of a ditch between existing highway and new grade Sta. 36+80 to 140 area

- Environmental:
  - Environmental monitoring and auditing is ongoing.
- Archaeological/First Nations:
  - First Nations consultation ongoing with agreement for First Nations hiring.
  - Archaeological Alteration Permit received.

Work to be Completed and Upcoming Milestones:

- Finalize excavation and embankment construction.
- Remaining culverts, sub-drains, interceptor ditches and bio-filtration water-quality swales.
- Aggregate production and placement – paving, barrier placement, signing, rumble strips, pavement marking, hydro-seeding and site cleanup.
- Completion of bottom lift: Summer 2010.
- Completion of top lift paving: Summer 2010.
- Substantial completion anticipated: August 2010.
- Project In-Service Certificate: September 2010.

Slope stabilization

Installation of 2,000mm Wildlife Culvert

Silver Road to McBride Timber Road

Completed with Schedule G (Affidavit of Completion) submitted to Transport Canada (November 2008).

41B Street Overpass at Deltport Way Project

Accomplishments/Milestones over the last fiscal year (2009/10) including any issues that may have arisen:

- The project received a CEAA exclusion from Transport Canada in May 2009.
- The archaeological impact assessment was completed in September 2009 and no artefacts were identified.
- Project Agreements have been signed with funding partners.
- Delta Council voted in favour of the 41B Overpass and passed bylaws for the associated road closures in January 2010.
- Detailed design is complete subject to any change required by TFN negotiation.
- Key issue: the project has been delayed due to negotiations with TFN.

Targets/Milestones over the next six months;

- An agreement with the TFN to be finalized and signed off to confirm road right of way for 41B, obtain licences to construct on TFN land, and create employment opportunities during construction for the TFN.
- Property acquisition to be completed.
- Construction is anticipated to be tendered in September 2010.

Pictures corresponding to milestones. There are no pictures available corresponding to milestones for 41B project listed above.

The following Minutes will be reviewed and approved at the next management committee by the respective Federal and Provincial Co-Chairs. In order to meet the Annual Reporting requirements of the Contribution Agreement, this will be after the submission of this report.

Canada – British Columbia APGCI
MANAGEMENT COMMITTEE MEETING
February 16, 2011, Time 8:30 AM PST,
940 Blanshard Street., Victoria BC
Boardroom: 5A

In Attendance:

Manon Baril, Transport Canada (Federal Co-Chair)
Mark Thompson, Transport Canada
Tim Morin, Transport Canada
David Marr, Ministry of Transportation and Infrastructure (Provincial Co-Chair)
Avi Ickovich, Ministry of Transportation and Infrastructure
Kari McKeel, Ministry of Transportation and Infrastructure

1.0 Opening Remarks – Introductions

2.0 Administrative Details

2.1 Note taker – It was decided that Mark Thompson would be the note-taker.

2.2 Approval of last meetings minutes (April 20, 2010) – approved.

3.0 Program Management

3.1 Status of request to transfer funds between MPB project

Transport Canada (TC) staff is continuing to push for a decision noting that the Wright Station Curves project is substantially completed and this decision will affect the treatment of claim for the project.

3.2 Schedule B updates

Schedule B was updated in early January. BC will provide another update as we approach fiscal year end.

TC discussed the need to keep financial forecasts current which may require more frequent updates to Schedule B.

3.3 Potential media event

All events are on hold awaiting the new Premier. Events may be possible with the new Premier and a potential new BC Minister of Transportation and Infrastructure. The completion of Wright Station Curves and Hilltop to Balmoral projects will provide some opportunities. TC noted some changes to communications staff and will forward new contact information for future event coordination.

4.0 Status of projects

4.1 Status of projects

BC MoT provided a status update. A summary is attached as an appendix to the minutes.

4.2 Potential risks

No additional risks were identified beyond those normally encountered in projects of this nature.

5.0 Other Items

6.0 Next Management Committee Meeting

The next meeting will be scheduled for August/ September in order to maintain the frequency of meetings at twice a year.

Appendix A:

Status report on APGCI projects provided by BC MoT

Pitt River Bridge and Mary Hill Interchange

Status – the project is complete except for a few deficiencies that require warm, dry weather to correct. As such, I have agreed to an Extension of Time until May 27, 2011.

Outstanding issues – the outstanding issues are deficiencies that include pavement issues, deck seals and cement finishing. Kiewit anticipates having these items completed by March 31 but have requested an additional two months if there are insufficient dry days prior to March 31.

Status of demolition – Demolition is complete.

Affidavit – the designers will submit the affidavit with the record drawings and designers certificates prior to March 31, 2011.

Final Completion – it is anticipated that the project's Completion certificate will be issued prior to May 27, 2011.

SFPR Environmental

- Completed last fiscal year. No new developments.
- Update of the actual project at the end of this report.

Simon Fraser Bridge

No new developments since completion of Schedule G. Submitted to Transport Canada December 2009.

April 2009 to March 2010:

- Completed the bridge concrete deck, utilities placements and electrical by November 2009.
- Completed the bridge approach grading, paving and electrical by November 2009.
- Project In-Service January 1, 2010 to Fort George District, BC MoT.

Project 22714 – Highway 1, Hilltop Road to Balmoral Road

Scope:

- Upgrading 4.8 kilometres of the Trans-Canada Highway including 3.4 kilometres of 100 km/h four-lane standard
- Access consolidation.
- Full channelization of major Intersections.
- One interchange.
- Approximately one kilometre of side road improvements.

Budget:

Tender results came in approximately $4.0 million under Ministry Estimate, resulting in the following changes to the Budget:

- Gross reduced from $25.0 million to $21.8 million.
- APGCI-MPB Recovery reduced from $9.5 million to $7.2 million.

Status:

- Major works contract awarded December 10, 2009 to Brentwood Enterprises of Kamloops.
- All approvals in place (Enviro, ALC, Arch, etc.).
- Construction is approximately 70% complete.
- Contract completion date is September 30, 2011.
- Anticipated substantial completion August 2011.

Issues:

First Nations monitors have been hired in response to concerns raised by Lake Division Bands. The Bands have indicated Hilltop should be included in overall Trans-Canada Highway corridor accommodation negotiations.

Project # 20389 Highway 97, Wright Station Curves

Scope:

- Re-align 4.2 kilometres of Highway 97, between 100 Mile House and Williams Lake, to a 100 km/h corridor standard and construct to four-lanes in concert with the Cariboo Connector Four-Laning Strategy.
- Access management improvements include turn slots and deceleration lanes at Wright Station and Butler Roads, as well as consolidation of other minor roads and accesses.

Budget:

- Gross: $19.190 million
- APGCI-MPB: $6.219 million (pending approval for additional $689,000 transfer from other projects)
- ICBC: $49,900

Status

- Designer: by RF Binnie & Associates Ltd.
- Contractor: Wiltech Developments Inc – contract awarded August 2008 (contract #20389MJ0001).
- Contract award $7.799 million (amended value $9.968 million).
- Substantial completion October 29, 2010.
- $675,000 of minor work and clean-up scheduled for 2011/12 (spring).

Issues:

- Claim settled at $667,000.

Silver Road to McBride Timber Road

Completed with Schedule G (Affidavit of Completion) submitted to TC (November 2008).

41B Street Overpass at Deltport Way Project

- The project received a CEAA exclusion from Transport Canada in May 2009.
- The archaeological impact assessment was completed in September 2009 and no artefacts were identified.
- Project Agreements have been signed with funding partners.
- Delta Council voted in favour of the 41B Overpass and passed bylaws for the associated road closures in January 2010.

As of February 15, 2011

- Approximately 15% of the major works contract is complete.
- Stripping and clearing are complete.
- Preloading and densification are underway and ongoing.
- Contractor has only lost a few days due to inclement weather.
- TFN negotiations complete and they are satisfied. The $1.04 million detour road is complete. The detour was necessary (Phase 1 of project) to proceed with the major works (Phase 2).

Schedule "B" Revisions

Please refer to Table 1 outlining the evolution of Schedule B during the fiscal year. Table 2 (Statement of Changes) calculates the cash flow and budget changes across revisions.

Revision 10

June 17, 2009 – This revision is included as a baseline at the end of the 2009/10 fiscal year.:

Revision 11

November 2, 2010 – This revision entails the following changes:

- As the Pitt River Bridge and Mary Hill Interchange project was completed, remaining funds ($18,032,401) were transferred to the future, pending the final claim and the requisite Affidavit of Completion (Schedule G);
- As the Simon Fraser Bridge was completed and the requisite Schedule G submitted to Transport Canada in December 2009, $214,148 was transferred to the future;
- Due to construction delays and the anticipated reduction of the cost of the project, $5,811,680 was transferred to 2010/11 and future years for the Hilltop to Balmoral project;
- A total of $1,486,182 was transferred to the 2010/11 fiscal year for the Wright Stations Curve project to better reflect actual costs and schedule as the project advanced; and
- As negotiations with the Tsawwassen First Nation were still ongoing for the $1.04 million detour, it was decided to shift $1,009,076 to future years. The detour was necessary (Phase 1 of project) to proceed with the major works (Phase 2).

Revision 12

January 7, 2011 – This revision entails the following changes:

- As negotiations with the Tsawwassen First Nation for the $1.04 million detour took longer to complete than anticipated, it was decided to shift $1,849,838 from the 2010/11 fiscal year to the 2011/12 fiscal year. The detour was necessary (Phase 1 of project) to proceed with the major works (Phase 2).

Revision 13

February 16, 2011 – This revision entails the following changes:

- A minor shift of $9,074 from the 2010/11 fiscal year to the future for the Pitt River Bridge and Mary Hill Interchange project;
- For the Hilltop to Balmoral project there was a shift of $520,594 from 2011/12 fiscal year to the 2010/11 fiscal years and future; and,
- For the 41B Overpass at Deltaport Way project shifting $2,000,000 to the 2012/13 fiscal year from the future and 2011/12 fiscal year.

Revision 14

March 3, 2011 – This revision entails the following changes:

- The anticipated approval from Transport Canada allowing the transfer of funds from two projects to the Wright Stations Curves project was given on this date. $3,855,364 was transferred from the completed Simon Fraser Bridge project. Correspondingly, $1,560,000 was transferred from the Hilltop to Balmoral project.

Revision 15

March 31, 2011 – This revision entails the following changes at the end of the 2010/11 fiscal year:

- Transferring $1,895 from the 2010/11 fiscal year to the 2011/12 fiscal year for the Hilltop to Balmoral project; and,
- Transferring $59,744 from the 2011/12 fiscal year to the 2010/11 fiscal year for the 41B Overpass at Deltaport project.

Schedule B During the Fiscal Year 2010/11 (as of March 21, 2011)

Table 1

Project		Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures							
				Federal	Provincial	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	Future
Revision #10	Pitt River Bridge and Mary Hill Interchange	$ 196,000,000	$ 130,000,000	$ 60,000,000	$ 60,000,000	$ 16,800,000	$ 79,455,684	$ 33,744,316	$ -	$ -	$ -	$ -	$ -
(Tranche 1)	South Fraser Perimeter Road Environmental Assessment	4,000,000	4,000,000	2,000,000	2,000,000			$ 44,519,956	$ 57,520,451	$ 15,060,060	$ 1,000,000	$ -	$ 5,399,533
(Last Revision of 2008/10)	Simon Fraser Bridge	42,000,000	36,000,000	18,000,000	18,000,000								
	Stive Road to McBride Timber Road Passing Lane	3,400,000	2,100,000	1,050,000	1,050,000								
	Hilltop to Bakerview	20,000,000	14,000,000	8,000,000	6,000,000								
	Wright Station Curves	11,200,000	8,400,000	4,200,000	4,200,000								
	416 Overpass at Cliffe and Way	24,000,000	7,000,000	3,500,000	3,500,000								
	Total	$ 302,600,000	$ 253,500,000	$ 126,750,000	$ 126,750,000	$ 16,800,000	$ 79,455,684	$ 78,264,272	$ 57,520,451	$ 15,060,060	$ 1,000,000	$ -	$ 5,399,533
Revision #11	Pitt River Bridge and Mary Hill Interchange	$ 196,000,000	$ 130,000,000	$ 60,000,000	$ 60,000,000	$ 16,800,000	$ 79,455,684	$ 33,744,316	$ 33,127,747	$ 14,805,147	$ 7,025,903	$ -	$ 24,021,247
(New to)	South Fraser Perimeter Road Environmental Assessment	4,000,000	4,000,000	2,000,000	2,000,000								
	Simon Fraser Bridge	42,000,000	36,000,000	18,000,000	18,000,000								
	Stive Road to McBride Timber Road Passing Lane	3,400,000	2,100,000	1,050,000	1,050,000								
	Hilltop to Bakerview	20,000,000	14,000,000	8,000,000	6,000,000								
	Wright Station Curves	11,200,000	8,400,000	4,200,000	4,200,000								
	416 Overpass at Cliffe and Way	24,000,000	7,000,000	3,500,000	3,500,000								
	Total	$ 302,600,000	$ 253,500,000	$ 126,750,000	$ 126,750,000	$ 16,800,000	$ 79,455,684	$ 78,264,272	$ 33,127,747	$ 14,805,147	$ 7,025,903	$ -	$ 24,021,247
Revision #12	Pitt River Bridge and Mary Hill Interchange	$ 196,000,000	$ 130,000,000	$ 60,000,000	$ 60,000,000	$ 16,800,000	$ 79,455,684	$ 33,744,316	$ 33,127,747	$ 14,805,147	$ 7,025,903	$ -	$ 24,021,247
(Tranche 1)	South Fraser Perimeter Road Environmental Assessment	4,000,000	4,000,000	2,000,000	2,000,000								
	Simon Fraser Bridge	42,000,000	36,000,000	18,000,000	18,000,000								
	Stive Road to McBride Timber Road Passing Lane	3,400,000	2,100,000	1,050,000	1,050,000								
	Hilltop to Bakerview	20,000,000	14,000,000	8,000,000	6,000,000								
	Wright Station Curves	11,200,000	8,400,000	4,200,000	4,200,000								
	416 Overpass at Cliffe and Way	24,000,000	7,000,000	3,500,000	3,500,000								
	Total	$ 302,600,000	$ 253,500,000	$ 126,750,000	$ 126,750,000	$ 16,800,000	$ 79,455,684	$ 78,264,272	$ 33,127,747	$ 12,955,309	$ 8,875,741	$ -	$ 24,021,247

Table 1 (continued)

Project		Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures							
				Federal	Provincial	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	Future
Revision #13	Pitt River Bridge and Mary Hill Interchange	$ 760,000,000	$ 380,000,000	$ 90,000,000	$ 90,000,000	$ 16,233,775	$ 73,934,534	$ 53,900,074	$ 90,264,596	$ 1,377,483	$ -	$ -	$ 19,109,746
16-Feb-11	South Fraser Perimeter Road Environmental Assessment	4,000,000	4,000,000	2,000,000	2,000,000	566,225	2,825,953	608,222	-	-	-	-	-
	Simon Fraser Bridge	42,000,000	32,144,636	16,072,318	16,072,318	-	3,625,907	13,894,729	9,624,044	-	-	-	3,895,365
	Silver Road to McBride Timber Road Passing Lane	3,400,000	2,100,000	1,050,000	1,050,000	-	-	2,100,000	-	-	-	-	-
	Hilltop to Belmont	20,000,000	14,440,000	7,220,000	7,220,000	-	-	988,933	1,481,899	7,963,868	4,005,301	-	1,960,000
	Wright Station Curves	19,200,000	13,815,364	6,907,682	6,907,682	-	-	1,802,259	5,231,559	6,901,046	-	-	-
	#18 Overpass at Delkatla Way	24,000,000	7,000,000	3,500,000	3,500,000	-	-	-	505,648	2,655,438	1,858,914	2,000,000	-
	Total	$ 302,600,000	$ 253,500,000	$ 126,750,000	$ 126,750,000	$ 16,800,000	$ 79,455,684	$ 78,264,272	$ 33,127,747	$ 12,962,962	$ 6,364,223	2,000,000	$ 24,525,111
Revision #14	Pitt River Bridge and Mary Hill Interchange	$ 760,000,000	$ 380,000,000	$ 90,000,000	$ 90,000,000	$ 16,233,775	$ 73,934,534	$ 53,900,074	$ 90,264,596	$ 1,377,483	$ -	$ -	$ 19,109,746
3-May-11	South Fraser Perimeter Road Environmental Assessment	4,000,000	4,000,000	2,000,000	2,000,000	566,225	2,825,953	608,222	-	-	-	-	-
	Simon Fraser Bridge	42,000,000	32,144,636	16,072,318	16,072,318	-	3,625,907	13,894,729	9,624,044	-	-	-	3,895,365
	Silver Road to McBride Timber Road Passing Lane	3,400,000	2,100,000	1,050,000	1,050,000	-	-	2,100,000	-	-	-	-	-
	Hilltop to Belmont	20,000,000	14,440,000	7,220,000	7,220,000	-	-	988,933	1,481,899	7,963,868	4,005,301	-	1,960,000
	Wright Station Curves	19,200,000	13,815,364	6,907,682	6,907,682	-	-	1,802,259	5,231,559	6,901,046	-	-	-
	#18 Overpass at Delkatla Way	24,000,000	7,000,000	3,500,000	3,500,000	-	-	-	505,648	2,655,438	1,858,914	2,000,000	-
	Total	$ 310,600,000	$ 253,500,000	$ 126,750,000	$ 126,750,000	$ 16,800,000	$ 79,455,684	$ 78,264,272	$ 33,127,747	$ 18,478,326	$ 6,264,223	2,000,000	$ 19,109,746
Revision #15	Pitt River Bridge and Mary Hill Interchange	$ 760,000,000	$ 380,000,000	$ 90,000,000	$ 90,000,000	$ 16,233,775	$ 73,934,534	$ 53,900,074	$ 90,264,596	$ 1,377,483	$ -	$ -	$ 19,109,746
31-May-11	South Fraser Perimeter Road Environmental Assessment	4,000,000	4,000,000	2,000,000	2,000,000	566,225	2,825,953	608,222	-	-	-	-	-
	Simon Fraser Bridge	42,000,000	32,144,636	16,072,318	16,072,318	-	3,625,907	13,894,729	9,624,044	-	-	-	3,895,365
	Silver Road to McBride Timber Road Passing Lane	3,400,000	2,100,000	1,050,000	1,050,000	-	-	2,100,000	-	-	-	-	-
	Hilltop to Belmont	20,000,000	14,440,000	7,220,000	7,220,000	-	-	988,933	1,481,899	7,963,868	4,005,301	-	1,960,000
	Wright Station Curves	19,200,000	13,815,364	6,907,682	6,907,682	-	-	1,802,259	5,231,559	6,901,046	-	-	-
	#18 Overpass at Delkatla Way	24,000,000	7,000,000	3,500,000	3,500,000	-	-	-	505,648	2,655,438	1,858,914	2,000,000	-
	Total	$ 310,600,000	$ 253,500,000	$ 126,750,000	$ 126,750,000	$ 16,800,000	$ 79,455,684	$ 78,264,272	$ 33,127,747	$ 18,536,175	$ 6,206,374	2,000,000	$ 19,109,746

Table 2

Statement of Changes for Schedule B During the Fiscal Year 2010/11 (as of March 21, 2011)

	Project	Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures							
				Federal	Provincial	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	Future
Revision #10 to **Revision #11**	Pitt River Bridge and Mary Hill Interchange	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ (17,418,958)	$ (610,448)	$ –	$ –	$ 18,029,406
	South Fraser Perimeter Road Environmental Assessment	–	–	–	–	–	–	–	–	–	–	–	–
	Simon Fraser Bridge	–	–	–	–	–	–	–	(214,149)	–	–	–	214,149
	Silver Road to McBride Timber Road Passing Lane	–	–	–	–	–	–	–	–	–	–	–	–
	Hilltop to Belmont	–	–	–	–	–	–	–	(1,190,753)	(612,908)	1,025,980	–	777,681
	Wright Station Curves	–	–	–	–	–	–	–	(1,066,489)	1,486,152	–	–	(419,663)
	416 Overpass at Delsport Way	–	–	–	–	–	–	–	(494,153)	(514,754)	1,033,093	–	(24,186)
	Total	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ (24,392,704)	$ (254,914)	$ 6,025,903	$ –	$ 18,621,714
Revision #11 to **Revision #12**	Pitt River Bridge and Mary Hill Interchange	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –
	South Fraser Perimeter Road Environmental Assessment	–	–	–	–	–	–	–	–	–	–	–	–
	Simon Fraser Bridge	–	–	–	–	–	–	–	–	–	–	–	–
	Silver Road to McBride Timber Road Passing Lane	–	–	–	–	–	–	–	–	–	–	–	–
	Hilltop to Belmont	–	–	–	–	–	–	–	–	–	–	–	–
	Wright Station Curves	–	–	–	–	–	–	–	–	–	–	–	–
	416 Overpass at Delsport Way	–	–	–	–	–	–	–	–	(1,849,838)	1,849,838	–	–
	Total	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ (1,849,838)	$ 1,849,838	$ –	$ –
Revision #12 to **Revision #13**	Pitt River Bridge and Mary Hill Interchange	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ (9,074)	$ –	$ –	$ 9,074
	South Fraser Perimeter Road Environmental Assessment	–	–	–	–	–	–	–	–	–	–	–	–
	Simon Fraser Bridge	–	–	–	–	–	–	–	–	–	–	–	–
	Silver Road to McBride Timber Road Passing Lane	–	–	–	–	–	–	–	–	–	–	–	–
	Hilltop to Belmont	–	–	–	–	–	–	–	–	16,728	(530,596)	–	513,868
	Wright Station Curves	–	–	–	–	–	–	–	–	–	–	–	–
	416 Overpass at Delsport Way	–	–	–	–	–	–	–	–	–	(1,980,924)	2,000,000	(19,076)
	Total	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ 7,654	$ (2,511,518)	$ 2,000,000	$ 503,864

Table 2 (continued)

Project		Estimated Project Cost	Sharable Project Cost	Agreement Contribution		Breakdown of Expenditures							
				Federal	Provincial	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	Future
Revision #13 to Revision #14	Pitt River Bridge and Mary Hill Interchange	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –
	South Fraser Perimeter Road Environmental Assessment	–	–	–	–	–	–	–	–	–	–	–	–
	Simon Fraser Bridge	–	(3,855,364)	(1,927,682)	(1,927,682)	–	–	–	–	–	–	–	(3,855,365)
	Silver Road to McBride Timber Road Passing Lane	–	–	–	–	–	–	–	–	–	–	–	–
	Hilltop to Belmont	–	(1,560,000)	(780,000)	(780,000)	–	–	–	–	(100,000)	(100,000)	–	(1,360,000)
	Wright Station Curves	8,000,000	5,415,364	2,707,682	2,707,682	–	–	–	–	5,415,364	–	–	–
	416 Overpass at Delta port Way	–	–	–	–	–	–	–	–	–	–	–	–
	Total	$ 8,000,000	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ 5,515,364	$ (100,000)	$ –	$ (5,415,365)
Revision #14 to Revision #15	Pitt River Bridge and Mary Hill Interchange	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –
	South Fraser Perimeter Road Environmental Assessment	–	–	–	–	–	–	–	–	–	–	–	–
	Simon Fraser Bridge	–	–	–	–	–	–	–	–	–	–	–	–
	Silver Road to Mellece Timber Road Passing Lane	–	–	–	–	–	–	–	–	–	–	–	–
	Hilltop to Belmont	–	–	–	–	–	–	–	–	(1,895)	1,895	–	–
	Wright Station Curves	–	–	–	–	–	–	–	–	–	–	–	–
	416 Overpass at Delta port Way	–	–	–	–	–	–	–	–	59,744	(59,744)	–	–
	Total	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ –	$ 57,849	$ (57,849)	$ –	$ –

PROJECT UPDATES

Information on contracts started/completed and estimated completion of contracts is addressed more extensively in a subsequent section of the report "A YEAR END SUMMARY TABLE OF EXPENDITURES UNDER THE AGREEMENT" (Table 3).

Major milestones include:

Pitt River Bridge and Mary Hill Interchange

- The project was completed and opened to the public in the fall of 2009, with Schedule G pending.

Simon Fraser Bridge

- Project In-Service January 1, 2010, with a Schedule G (Affidavit of Completion) submission on December 1, 2009.

Highway 1 – Hilltop to Balmoral

- Overall construction 70% complete.

Highway 97: Wright Station Curves

- This project was completed the summer of 2011 with a Schedule G (Affidavit of Completion) submission on August 30, 2011.

41B Street Overpass at Deltaport Way Project

- Construction is approximately 65% complete.
- Detour road construction was completed.

The following pages of the report entail a series of photographs for the current projects and are meant to provide not only a portrayal of the actual project, but also a broader geographic and topographical context, and as such some photographs are overviews.

Project Overview: Pitt River Bridge and Mary Hill Interchange

The project was completed and opened to the public in the fall of 2009. The following is a list of major milestones for the 2010/11 fiscal year with a couple of milestones in the following fiscal year.

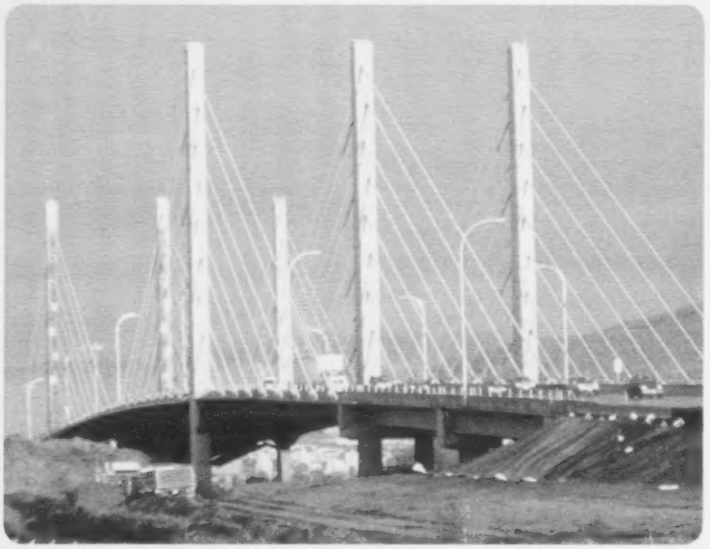
Status – the project is complete except for a few deficiencies that require warm, dry weather to correct. As such, the Management Committee had agreed to an extension of time until May 27, 2011.

Status of demolition – demolition of old structure is complete.

Affidavit – the designers will submit the affidavit with the record drawings and designers certificates in the fall of 2011.

Final Completion – it is anticipated that the project's completion certificate will be issued prior to the fall of 2011.

The Provincial Gateway Program has an ongoing community relations program to ensure that residents, municipalities and other key stakeholders are well informed and have their inquires addressed in an effective, timely way. As part of the program we will be distributing Community Updates on



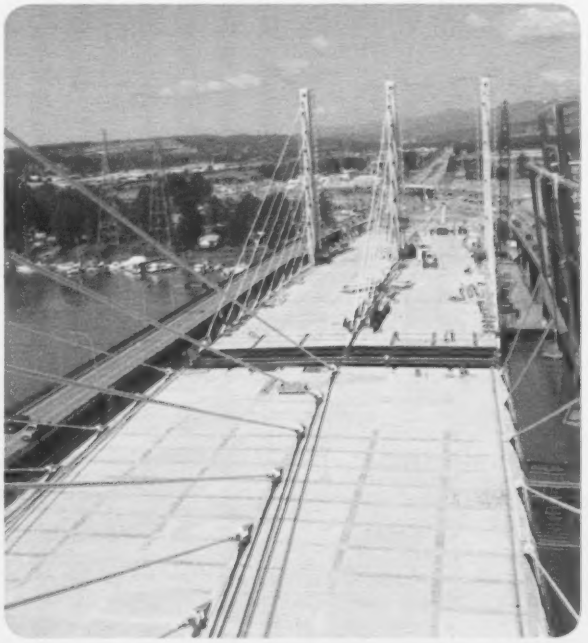
a regular basis as well as attending community events in local municipalities. The following link provides further information that was continuously updated and was available to the public in the period between the publication of the requisite Annual Reports and Audits on this subject of public consultation:

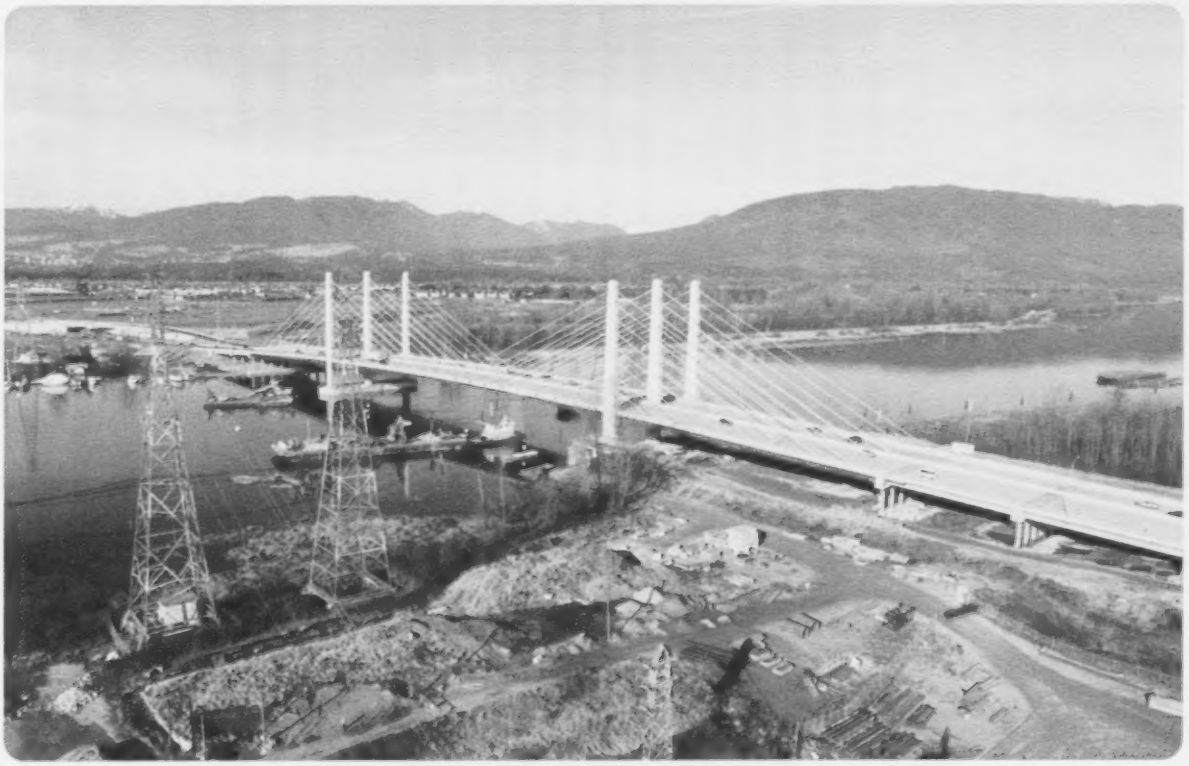
http://www.th.gov.bc.ca/gateway/prb-maryhill/commnty_rltns.htm

The following link provides further information that was continuously updated for the public in the period between the publication of the requisite Annual Reports and Audits with regard to progress and milestones achieved:

http://www.th.gov.bc.ca/gateway/prb-maryhill/photo_gallery.htm

As of the end of the 2010/11 fiscal the Schedule G (Affidavit of Completion) is pending and will be submitted to Transport Canada by the fall of 2011.





Project Overview: South Fraser Perimeter Road Environmental Assessment

The Environmental Assessment Certificate allowed the project team to move forward with contractor selection, preliminary and final design and construction of South Fraser Perimeter Road, which began in the 2008/2009 fiscal year. Details about this project can be found in the corresponding Annual Report and Audit:

Asia-Pacific Gateway Corridor Transportation Infrastructure Fund
South Fraser Perimeter Road
ANNUAL REPORT
2009/10 (Fiscal Year Ended March 31, 2010)

Environmental management plans to protect the environment during construction and operation were developed and put in place prior to construction.

Project Overview: Simon Fraser Bridge

- The Schedule G (Affidavit of Completion) was submitted to Transport Canada in December 2009.
- Completed the bridge concrete deck, utilities placements and electrical by November 2009.
- Completed the bridge approach grading, paving and electrical by November 2009.
- Project In-Service January 1, 2010.

Project Overview: Highway 16: Silver Road to McBride Timber Road Passing Lane

The environmental assessment, a prerequisite for tendering and subsequent construction (under the terms of the contribution agreement) was approved and signed off on April 4, 2008. Subsequent to this date the following activities were initiated:

- Design completed spring 2008;
- Contract tendered and awarded - April 28 2008;
- Construction commenced June 2008;
- Project completed September 30, 2008; and,
- Schedule G (Affidavit of Completion) submission on November 5, 2008.

The following two pictures present a "Before" and "After" comparison.

Silver Road looking east: October 2006

Silver Road looking east: October 2008

Reinstalling silt fencing

2008/2009 Activities

As a result of some unexpected drainage and slope stabilization issues the following measures were undertaken after the project was put in-service.

April – May 2009:

- Erosion and sedimentation mitigation of drainage areas including sandbagging, ditch blocks, Silt fence, spreading of straw on exposed slopes, rip rap armouring and reapplication of hydro-seeding.
- Slope stabilization west of McBride Timber Road: back slope failure which affected on BCTC pole. Required installation of culvert with a clean out and gravel back fill.

Installation of culvert and sub-drain pipes at slope failure west of McBride Timber Road

Fiscal Year 2009/10 Activities: Completed July 2009

The following activities were undertaken in the current fiscal year but entailed no claims under the Federal-Provincial contribution agreement.

- Geotechnical investigation to determine depth of slope failure on west end of project (west of Silver Road). This area is approximately twice the length of the failure at the east end (McBride Timber Road).
- Depending on geotechnical results, repairs may be similar to those at the east end of the project (installation of culvert and clean out) or, may require removal of the soft soils and replacement with granular materials.
- This work is required in order to protect the integrity of the BCTC line and to mitigate future erosion and sedimentation issues.

Sand bag ditch blocks diverting water in culvert

Reapplication of revegetative seeding and west end back slope failure still requiring repair

Project Overview: Highway 1– Hilltop Road to Balmoral Road

This project is in the vicinity of the Highway 1: Broderick to Ford and General Improvements project successfully delivered and completed in November 2004 by the Province under the federal-provincial Strategic Highway Infrastructure Program (SHIP).

Scope:

- Upgrading 4.8 kilometres of the Trans-Canada Highway, including 3.4 kilometres of 100 km/h four-lane standard.
- Access consolidation.
- Full channelization of major Intersections.
- One interchange.
- Approximately one kilometre of side road improvements.

Fiscal 2010/11 Accomplishments/Milestones

- Construction started late (February 2010) in the previous fiscal year.
- Overall construction 70% complete:
  - Site preparation, including "Clearing and Grubbing" – 100% complete;
  - Grading – 90% complete;
  - Drainage and utilities – 90% complete;
  - Structures 95% complete;
    - Cedar Drive Overpass substantially complete (silane surface treatment outstanding);
    - Pedestrian Overpasses 1 and 2 substantially complete (final quality control documentation outstanding);
  - Gravelling – 90% complete; and
  - Paving – 35%.
- Issues:
  - Construction contract amended (increased from $12.2 million to $13.2 million) to address removal of old asphalt structure.

Targets/Milestones/Accomplishments for first six months of fiscal 2011/12:

- Anticipate completion of paving by first week of August 2011;
- Anticipate substantial completion of gravelling by end of July 2011; and
- Anticipate substantial completion of contract by late August 2011.

Project Overview: Highway 97: Wright Station Curves

Scope:

- Realign 4.2 kilometres of Highway 97, between 100 Mile House and Williams Lake, to a 100 km/h corridor standard, and construct to four lanes in concert with the Cariboo Connector Four-Laning Strategy.
- Access management improvements include turn slots and deceleration lanes at Wright Station and Butler Roads, as well as consolidation of other minor roads and accesses.

Milestones:

- Project closure.
- This project was completed the summer of 2011 with a Schedule G (Affidavit of Completion) submission on August 30, 2011.

Issues:

- Contractor addressing curb/pavement deficiencies.

Accomplishments/Milestones Over the Last Fiscal Year (2010/11):

Accomplishments:

- Project completion date October 28, 2010; and
- Completed Tabs installed.

Milestones:

- Project In Service Certificate: February 18, 2011.

Issues:

- Minor spring erosion has been mitigated.

Targets/Milestones Over the Next Six Months:

- Tree planting.
- Record Drawings to be prepared by Binnie & Associates – erosion repairs need to be added.
- Properties completing surplus road closures for Cariboo Park & Bison Ranch.
- Placement of Recycled Asphalt Pavement on sideroads.

View facing eastbound near west-end of project

View facing westbound above Butler Road

41B Street Overpass at Deltaport Way Project

- The project received a CEAA exclusion from Transport Canada in May 2009;
- The archaeological impact assessment was completed in September 2009 and no artefacts were identified;
- Project Agreements have been signed with funding partners;
- Tsawwassen First Nation negotiations are completed. The $1.04 million detour road is complete. The detour was necessary (Phase 1 of project) to proceed with the major works (Phase 2).

Accomplishments/Milestones over the last fiscal year (2010/11) including any issues that may have arisen, include:

Accomplishments

- Grade Separation Agreement signed in September 2010;
- Land Agreement with Tsawwassen First Nation signed August 2010; and
- Construction contract awarded to Jacob Bros Construction Ltd for $9,287,565 (October 6, 2010);
- Construction is approximately 65% complete as of the end of the 2010/11 Fiscal Year.

Milestones

- Detour road construction was completed; and,
- Jacob Bros. commenced construction on November 15, 2010.

Targets/Milestones over the next six months after fiscal year end:

Accomplishments:

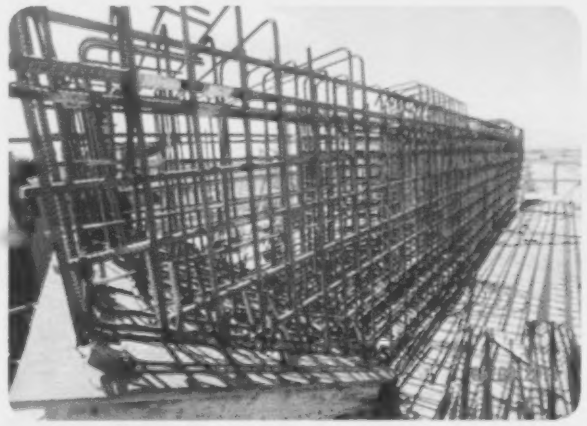
- Girders installed;
- Deck pour completed; and
- Bottom-lift paving.

Milestones

- Substantial completion.

The following are photographs of the project during construction in the fiscal year 2010/11 but also after fiscal year end, for the sake of continuity and completeness.

North abutment MSE wall construction



Pier – installation of cap reinforcement

Pier cap concrete pour

Communication Activities Completed During Fiscal Year

BRITISH COLUMBIA
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NEWS RELEASE

For Immediate Release
2010PREM0168-001122
Sept. 23, 2010

Office of the Premier
Ministry of Transportation and Infrastructure

PITT RIVER BRIDGE WORKERS HONOURED

VANCOUVER – Premier Gordon Campbell was joined by Transportation and Infrastructure Minister Shirley Bond to recognize workers who helped construct the new Pitt River Bridge.

"Earlier this year we committed to recognize all workers who contributed to building major public infrastructure projects in British Columbia," said Premier Campbell. "Today we're following through on that commitment by honouring the dedicated people who helped make the Pitt River Bridge a reality. The people who worked on this project didn't just build a bridge, they're building lasting legacy that will be enjoyed by British Columbians and help our economy grow for years to come."

The commemorative plaque includes the names of 512 people who were involved in the planning, engineering, design and construction of the Pitt River Bridge.

"The seven-lane Pitt River Bridge is a vital connection for the communities of Maple Ridge, Pitt Meadows and the Tri Cities and has reduced congestion and improved travel times for commuters and business traffic," said Bond. "Equally important are the hundreds of men and women whose vision, expertise and labour helped bring this project to completion."

At the plaque unveiling, the workers were represented by Dawn Chapman, traffic foreman, who worked on the Pitt River Bridge and is currently working on the Port Mann Highway.

"We are all very proud to have worked on a project of such provincial importance," said Chapman. "We built a bridge that will benefit the Lower Mainland for many years to come, and with this recognition, the names of all workers will live on just as long."

The new Pitt River Bridge was officially opened in October 2009 by the provincial and federal governments. Construction of the new bridge was complete on budget and on schedule and has made the crossing faster and smoother for the almost 90,000 vehicles that cross each day. The bridge improves the safety and reliability of the area's rapidly growing transportation corridor.

In addition to replacing the existing swing bridges, the project replaced the Lougheed Highway and Mary Hill Bypass intersection with a free-flowing interchange.

With its strategic location linking the CP Intermodal Terminal and Lower Mainland ports, the Pitt River Bridge and Mary Hill Interchange Project is a critical component of the Gateway Program.

The $198-million Pitt River Bridge project was cost-shared between the provincial and federal governments. The Province has committed $108 million in funding, with the remainder coming from the federal government under Canada's Asia-Pacific Gateway and Corridor Initiative.

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A Year-end Summary Table of Expenditures Under the Agreement

Please refer to Table 3 for complete details on year-end expenditures against existing contracts, as of March 31, 2011, for each of the respective milestones:

- **Pitt River Bridge and Mary Hill Interchange**

  Three contracts have been established for a total cost of $180,000,000. A total of $159,512,772 has been expended against these three contracts (88.6% of the existing contracts).

- **South Fraser Perimeter Road Environmental Assessment**

  One contract has been established for a total cost of $4,000,000. A total of $4,000,000 has been expended against this one contract (100% of the existing contract).

- **Simon Fraser Bridge**

  12 contracts have been established for a total cost of $32,144,636. A total of $32,144,636 has been expended or accrued against these 12 contracts (100% of the existing contracts).

- **Highway 16: Silver Road to McBride Timber Road Passing Lane**

  One contract has been established for a total cost of $2,100,000. A total of $2,100,000 has been expended or accrued against the one contract (100% of the existing contract).

- **Highway 1: Hilltop to Balmoral**

  Nine contracts has been established for a total cost of $14,440,000. A total of $10,032,796 has been expended or accrued against these nine contracts (69.5% of the existing nine contracts).

- **Highway 97: Wright Station Curves**

  One contract has been established for a total cost of $13,815,364. A total of $12,455,080 has been expended or accrued against this one contract (90.2% of the existing contract).

- **41B Overpass at Deltaport Way**

  Five contracts have been established for a total cost of $5,000,000. A total of $3,200,829 has been expended or accrued against this five contracts (64.0% of the existing contracts).

Overall, as of the end of the fiscal year 2010/11, 32 contracts corresponding to the seven projects had been established on the on-line **Surface Infrastructure System (SIS)** administration system for a total cost of $250,945,333 out of a SIS-active sharable cost of $253,500,000. A total of $223,446,112 has been expended against these 32 contracts (89.0% of the existing value of the 32 contracts), with $18,653,699 claimed ($2,972,814 in accruals) in the 2010/11 Fiscal Year. A year-by-year comparison is as follows:

- 2006/07 Fiscal Year = $16,800,000
- 2007/08 Fiscal Year = $79,455,684 (including $31,619,315 Accruals)
- 2008/09 Fiscal Year = $78,263,381
- 2009/10 Fiscal Year = $52,238,385 (including $19,636,094 Accruals)
- 2010/11 Fiscal Year = $18,653,699 (including $2,972,814 Accruals)

Table 3

CANADA-BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE – TRANSPORTATION INSFRASTRUCTURE COMPONENT

Schedule of Detailed Expenditure Claims for the Year Ended March 31, 2011

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2009/10 ($)	Accurals (PAYE)
1.1	Pitt River Bridge and Mary Hill Interchange Construction of a new high-level bridge to replace existing structure (Pitt River Bridge). The new seven-lane structure will have six through-lanes and one auxiliary eastbound lane for truck traffic. Construction of a new interchange at Mary Hill Bypass and Lougheed Highway to replace existing interchange. Upgrade to the intersection at Kennedy Road and Lougheed Highway to improve access from CP Rail Intermodal Yard.	PR_048DB6013	–	1,377,482
	Subtotal		**–**	**1,377,482**
2.1	South Fraser Perimeter Road Environmental Assessment			
	Subtotal		**–**	**–**
3.1	Simon Fraser Bridge			
	Subtotal		**–**	**–**
4.1	Highway 16 – Silver Road to McBride Timber Road Passing Lane			
	Subtotal		**–**	**–**
5.1	Highway 1 – Hilltop Road to Balmoral			
	Functional and detailed design for project.	256CS0809	36,526	–
	Environmental Monitoring	256CS0923	6,086	–
	Geotechnical	22714_Geotech	3,306	–
	Utilities	22714_Utilities	44,157	–
	Upgrade of four-lane, undivided standard highway, with improved geometry, frontage roads to provide safe access to adjacent properties and a mixture of new, grade-separated intersections and upgrades to the existing at-grade intersections with separate turning lanes for all movements.	22714MJ0001	7,471,890	–
	Subtotal		**7,561,965**	**–**
6.1	**Highway 97 – Wright Station Curves** Grading and paving on Highway 97, eight kilometres north of Lac La Hache, between 100 Mile House and Williams Lake.	20389MJ0000	5,541,262	1,360,284
	Subtotal		**5,541,262**	**1,360,284**
7.1	41B Street Overpass at Deltaport Way			
	Conceptual and detailed structural design	156CS0584	54,352	70,369
	Construction supervision (Field Services Representative)	156CS0650	7,701	25,977
	Construction of 41B detour route	041LA57773	624,158	138,702
	Replace the at-grade crossing at 41B with a new two-lane overpass over Deltaport Way and the BC Rail line and connecting road works.	04339MJ0001	1,879,547	–
	Utilities, signage and miscellaneous minor construction costs	04339_Util_Sign_Misc	11,900	–
	Subtotal		**2,577,658**	**235,048**
	TOTAL		**15,680,885**	**2,972,814**

Annual Audit of Program

The audit evaluated the claims submitted for payment under the agreement to ensure that they are free of material misstatement and that they are consistent with the eligible costs requirements of the agreement. The audit was undertaken in accordance with accepted auditing standards such as the rules of the Canadian Institute of Chartered Accountants by an independent certified chartered accountant (CA). The audit was conducted by the Office of Auditor General of BC.

INDEPENDENT AUDITOR'S REPORT

To the Management Committee of the Canada – British Columbia Asia – Pacific Gateway and Corridor Initiative Transportation Infrastructure Component, 2006 – 2007 / 2013 – 2014:

Report on the Schedule of Detailed Expenditure Claims

At the request of the British Columbia Ministry of Transportation and Infrastructure on behalf of the Management Committee, I have audited the accompanying Schedule of Detailed Expenditure Claims ("the Schedule") for the year ended March 31, 2011, and Notes to the Schedule. The Schedule has been prepared by management pursuant to the requirements contained in Schedule C of the Canada – British Columbia Asia – Pacific Gateway and Corridor Initiative Transportation Infrastructure Component, 2006 – 2007 / 2013 – 2014 ("the Agreement"), dated January 11, 2007.

Management's Responsibility for the Schedule of Detailed Expenditure Claims

Management is responsible for the preparation and fair presentation of the Schedule in accordance with Canadian generally accepted accounting principles, and for such internal control as management determines, is necessary to enable the preparation of a Schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibility

My responsibility is to express an opinion on the Schedule based on my audit. I conducted my audit in accordance with Canadian generally accepted auditing standards. Those standards require that I comply with ethical requirements and plan and perform the audit to obtain reasonable assurance about whether the Schedule is free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the Schedule. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the Schedule, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the Entity's preparation and fair presentation of the Schedule in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by management, as well as evaluating the overall presentation of the Schedule.

In my view, the audit evidence I have obtained is sufficient and appropriate to provide a basis for my audit opinion.

Opinion

In my opinion, the Schedule of Detailed Expenditure Claims presents fairly, in all material respects, the eligible costs incurred under the Canada – British Columbia Asia – Pacific Gateway and Corridor Initiative Transportation Infrastructure Component, 2006 – 2007 / 2013 – 2014 as at March 31, 2011, in accordance with the provisions of Schedule C of the Agreement referred to above.

Basis of accounting and Restriction on Use and Distribution

Without modifying my opinion, I draw your attention to Note 3 to the Schedule, which describes the basis of accounting. The Schedule is prepared to assist the Government of British Columbia to meet the reporting requirements of the Government of Canada as specified in the Agreement. As a result, the statement may not be suitable for another purpose. My report is intended solely for the Government of British Columbia and Government of Canada and should not be distributed to parties other than the Government of British Columbia and the Government of Canada.

Victoria, British Columbia
August 25, 2011

John Doyle, MAcc, CA
Auditor General

CANADA - BRITISH COLUMBIA ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE
TRANSPORTATION INFRASTRUCTURE COMPONENT
2006-2007 / 2010-2011

Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2011

Project Number	Project/Claim Description	Contract Number	Eligible Costs Claimed in 2010/11 ($)	Accruals (PAYE)
1.1	**Pitt River Bridge and Mary Hill Interchange**			
	Construction of a new high-level bridge to replace existing structure (Pitt River Bridge). The new seven-lane structure will have six through-lanes and one auxiliary eastbound lane for truck traffic. Construction of a new interchange at Mary Hill Bypass and Lougheed Hwy to replace existing interchange. Upgrade to the intersection at Kennedy Rd and Lougheed Hwy to improve access from CP Rail Inter-modal Yard.	PR_048DB6013	-	1,377,482
	Sub-total		-	1,377,482
2.1	**South Fraser Perimeter Rd Environmental Assessment**			
	Sub-total		-	-
3.1	**Simon Fraser Bridge**			
	Sub-total		-	-
4.1	**Hwy 16 - Silver Rd to McBride Timber Rd Passing Lane**			
	Sub-total		-	-
5.1	**Hwy 1 - Hilltop Rd to Balmoral**			
	Functional and Detailed design for project.	256CS0809	36,526	-
	Environmental monitoring	256CS0923	6,086	
	Geotechnical	22714_Geotech	3,306	-
	Utilities	22714_Utilities	44,157	-
	Upgrade of four lane undivided standard highway with improved geometry, frontage roads to provide safe access to adjacent properties and a mixture of new grade separated intersections and upgrades to the existing at-grade intersections with separate turning lanes for all movements.	22714MJ0001	7,471,890	-
	Sub-total		7,561,965	-
6.1	**Hwy 97 - Wright Station Curves**			
	Grading and paving on Highway 97, 8km north of Lac La Hache between 100 Mile House and Williams Lake.	20389MJ0000	5,541,262	1,360,284
	Sub-total		5,541,262	1,360,284
7.1	**41B Street Overpass at Deltaport Way**			
	Conceptual and detailed structural design.	156CS0584	54,352	70,369
	Construction supervision (Field Services Representative)	156CS0650	7,701	25,977
	Construction of 41B detour route.	041LA57773	624,158	138,702
	Replace the at-grade crossing at 41B Street with a new two-lane overpass over Deltaport Way and the BC Rail line and connecting road works.	04339MJ0001	1,879,547	-
	Utilities, signage and miscellaneous minor construction costs	04339_Util_Sign_Misc	11,900	-
			2,577,658	235,048
	TOTAL		15,680,885	2,972,814

Approved by:

David Marr
Executive Director
Program Development and Monitoring

Nancy Bain
Assistant Deputy Minister & Ministry's EFO
Finance and Management Services

CANADA-BRITISH COLUMBIA
ASIA-PACIFIC GATEWAY AND CORRIDOR INITIATIVE
TRANSPORTATION INFRASTRUCTURE COMPONENT
2006-2007/2010-2011

Notes to the Schedule of Detailed Expenditure Claims
For the Year Ended March 31, 2011

1. Nature of the Agreement

The Government of Canada and the Province of British Columbia entered into the *Asia-Pacific Gateway and Corridor Initiative, Transportation Infrastructure Component Agreement, 2006-2007/2010-2011* ("the Agreement") on January 11, 2007. The Agreement has been amended to extend the program to March 31, 2014.

The purpose of this Agreement is to improve the multimodal transportation network for the movement of international trade in British Columbia through a 50/50 cost sharing agreement for eligible costs to a maximum of $126.75 million.

2. Costs

Eligible Costs:

The Agreement specifies "Eligible Costs" in Schedule C – Project Review and Selection Framework, at paragraph C.2.1. Within certain restrictions, also specified in the Agreement, these include:

a) *Capital costs, as defined and determined according to generally accepted accounting principles, and relating to the construction, rehabilitation or improvement of highways, roads, bridges, multi-modal facilities, grade crossings separations, ITS and any other infrastructure project that meet the above selection criteria;*

b) *Costs related to signage, lighting, highway markings and utility adjustments;*

c) *The costs of communication activities (press releases, press conferences, translation, etc.) and road signage recognition set out in the Communication Protocol that will form part of the agreement;*

d) *All planning (including plans and specifications) and evaluation costs specified in the agreement such as the costs of environmental planning, surveying, engineering, architectural, supervision, testing and management consulting services, to a maximum of 15% eligible costs;*

e) *The costs of engineering and environmental reviews, including environmental assessments and follow-up programs as defined in the Canadian Environmental Assessment Act and the costs of remedial activities, mitigation measures and follow-up identified in any environmental assessment;*

f) *The costs of developing and implementing innovative techniques for carrying out the Project;*

g) *Recipient audit and evaluation costs as specified in the agreement;*

h) *Compensation, at the discretion of Canada, to unsuccessful bidders on Public, Private Partnerships and other alternatively financed projects, with significant bid related costs, where the bid material has become the intellectual property of the recipient;*

i) *Other costs that, in the opinion of Canada, are considered to be direct and necessary for the successful implementation of the Project and have been approved in writing prior to being incurred.*

Ineligible Costs:

The Agreement specifies "Ineligible Costs" in Schedule C – Project Review and Selection Framework, at paragraph C.3.1. as:

a) *Costs incurred prior to the final federal project approval (approval by the responsible Ministers for the TIF, i.e., Minister of Transport, Infrastructure and Communities, in consultation with the Minister for Pacific Gateway, subject to Treasury Board approvals as required) and after the agreement termination date;*

b) *The cost of developing a proposal;*

c) *The cost of purchasing land, associated real estate and other fees, financing charges and interest payments on loans;*

d) *Leasing land, buildings, and other facilities;*

e) *Provincial sales tax and the Goods and Services Tax for which the recipient or a third party is eligible for a tax rebate and all other costs eligible for rebates;*

f) *Costs that have been shared under other federal statutes or programs;*

g) *Legal fees;*

h) *General repairs and maintenance of a project work and related structures;*

i) *Services or works normally provided by the Ministry of Transportation of a Province incurred in the course of implementation of the Project except those specified as eligible costs;*

j) *Employee wages and benefits, overhead costs as well as other direct or indirect operating, maintenance and administrative costs of British Columbia and more specifically these costs as related to survey, engineering, architecture, supervision, management and other services provided, or contracted for, by British Columbia's permanent staff.*

3. Basis of Accounting and Accounting Policies

The Schedule of Detailed Expenditure Claims has been prepared in accordance with Canadian generally accepted accounting principles. Expenditures are recorded at cost on an accrual basis. Costs are net of any recoveries and GST/HST.

The Eligible Costs Claimed in 2010/2011 represents the actual value of claims submitted to the Federal Government during the 2010/2011 fiscal year. This may include eligible expenses incurred in fiscal 2007/2008, 2008/09 or 2009/2010 that were submitted for reimbursement during fiscal 2010/2011.

The Accruals (PAYE - Payable After Year End) represent amounts booked for eligible work completed as at March 31, 2011 but not yet claimed.

Asia-Pacific Gateway Corridor Transportation Infrastructure Fund

ANNUAL REPORT 2010/11

Fiscal Year Ended March 31, 2011

Ministry of Transportation and Infrastructure

Transport Canada Transports Canada